



Historicist: Head-On Calamity

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BY KEVIN PLUMMER

Every Saturday at noon, Historicist looks back at the events, places, and characters—good and bad—that have shaped Toronto into the city we know today.



Derek Boles noted in Toronto's Railway Heritage (Arcadia Publishing, 2009) that the accident occurred a mile west of the Sunnyside level crossing, seen here in 1907. City of Toronto Archives, Fonds 1244, Item 1464.

Just before daybreak on January 2, 1884, a young Parkdale resident named Goodwood was walking home from the Humber River through a snowstorm when he spotted the headlight of a Grand Trunk Railway freight train, barrelling eastbound down the grade at thirty miles an hour. From the other direction, Goodwood saw a suburban commuter train charting its leisurely path westward, approaching a point where a cluster of trees turned the track's gentle curve around the southern edge of High Park into a blind corner.

Realizing there would be a fearful collision on the single track, Goodwood ran to safety a short distance from the track. As the suburban train passed him, *The Globe* recounted, "He saw many of the men in the foremost car laughing and talking pleasantly together." They were on their way to work at the Toronto Bolt and Iron Works, a foundry near the east bank of the Humber. With the locomotives but twenty yards apart from a head-on collision—each sounding its whistle in futile warning—Goodwood closed his eyes in fright.

In a thunderous crash, the freight's heavier locomotive—carrying the momentum of a tender fully laden with coal and water plowed through the cab of the suburban's locomotive, climbing onto the latter's trucks and pushing the suburban's boiler into the first passenger car. Escaping steam from the bursting boiler melted the drifts of snow around the crash and painfully scalded those passengers trapped inside.

"It was awful," James Hopewell, a farmer on his way to the city, told *The Mail*. "As soon as the shock brought both trains to a standstill every sound was hushed but that of the escaping steam which shrouded everything in a cloud of white." *The Mail* described the carnage: "Bolts and rods, not of iron alone but wrought steel were bent and twisted like hair pins. The roof was splintered into kindling wood, and there was not a piece of it six inches square but was split or crushed." A moment later the wreckage was ablaze, fuelled by toppled fireplaces in the passenger car spilling onto the kindling.

2	THE G	LOBE TORONTO, THURS	DAT. JANUARY 3, 1991		
TERRIBLE COLLISION.	stability was an American ; leaves withow and	and ever poering buseries the contrary to series,	and having barred what was themation, the over-	was due at Minimut 7 a.m. (The ultrane had previously stated that the number that happened	prod, the seport was found to be entirely with a
IERRIDLE CULLISION.	HCutt CUNNINGHAM, Balton et., River- dday a matter of Startand ; should be passed age; factor widew and family.	they sould encapsion a friend or relative, denot- ing what they might and, put making to bear the denoted sources of competitions.	endered with evidence by in his power. En-	shout (10 a.m.) He had no knowledge of new train being on the read at this time, making this	. Why of the and lost incidents exceeded with
Freight and Suburban Trains Mest at the Humber.	EDDOC ROBINSON's a lad and 14; the formation the means the wests; fired at 18 Enveloped at. AT THE BOOPTAL	burnes front cw, which has e-stained near y all		General Resource's statement. General Review was called, and stated p=1 who exists of 21d special which added with the existing from the maximum from the	method. Joseph is hilled, and his brade erioscic injects. Carlos is in the brazili, mint, who have a
TWENTY-THREE WORKMEN KILLED	From the hour of almo of dark the housing has been growded with anxious people looking for their stiends. The first man arrend in the	products that the task of extending them was one of surveying differently. Use may by eight bearable the cylindry of the downer, and served	Falling for the time to Carl Mr. Charles Said.	Print Elegand to Topasto ; lott Point Edward at Print Basi creating, anticent at Hamilton at 600 Bits marging ; at Hamilton product the ordere-	definers, the states of the querial less.
	arbitance about that hour, and others followed in samplesses, transfer wagness, and min. These statistics were work	CADE THE MOLES.	Paperinternations of the Great Womens division, a Vision reporter cought an interview with 20x W. Gornweilly, Agent nor the Visual Touck. When	"thus to Oaven's what, availing relaters"	waited in to pet his wants attanded to. I
A Number Scalded and Ee- verely Burned.	to more the unfortunate victors to the deformationards. The full hospital staff immedi- strify incomeded to underso them while the doe- how we have a start of the staff.	One man begand of Methad Lordin, a num lottat.	ward concerning the particul Mr. Cornelly	stores for prove allogation a constantial I had a time-table was sense the suburban train was a	his register part before the e division sectored. It has a producely from the wave to on his band, an he was attended to by Di. Spream, to whom i wated that he was to blow as a bar.
THE WRECKED CAR TAKES FIRE.	dressing these who were tarribly scalles. Some of these poor mon were tarried from head to foot with visual from the for and/re and the Bones.	este himselt. The new fulles did and about	therefor working in the E.C. Warks. I have been incoment that there were it is working a should. When should not a majo this sign of the East Works are millioned with on montheast special frequent with only provides. The Manage, if any mai-	engineer, and he understand what they ments ; the engine drover was not accurationed to this drained to this draine of the read ; this was an first trip.	dentise for pail forcing run on har other. The Bolt and Iron Factory was first started Taropte in ICA, and removed to the pre- lation in June has, four 60 tars, about Shirl of the while sumbles employed, and is t
Horrible Eufferings of Imprisoned Vic-	A signal reporter values to any two matters are wards with important sources of Reight the anterna wards water principle one. With the exception of one or loss, this forces of these in the interprint reads and her many single of the sources. One of the vicines, manual data. Each loss, of 80 Bolicon- strent duel abovily after his axiani at the interpri-	back and normal him to the root frought out his backs spacing eres his backs spacing eres handly to be while. Then he hadn't down and	reserve on time and a the area way."	I PORCH ALL ADOPT THIS PRAIN This Workshop, thicking closel No. I strange, which I stranged to many at Queen's Whart, and No.	bout of going toned to daily between having an the works. Underday meeting further days to maker of yors in the train was should be
REARTHENDING SCENES AT THE WORGUE	the victime, named John Rowlers, of 90 Robust street died abortly after his actival at the lowpo- tal. Both of his lags were out of, and he was		begut remains this morning after hears expand- relieve at worden or as. In that the same ?" "No, that is not not the their has been reasons receively not solar, to the these	12, which i also expected to most at the same pince () was be this everyight this assistent occurred (had been remains an algebraich same	what, owing portuge to its being the day of New Your's day. The works will not be reach abore until all the deal are barled. In fact, y
An Inquest Commenced Before Goroner Lynd.	teering barned. Janual Balley, of 2013 King- at, Wast presented a tearth's sight. His ince was birthroad and channel, and he also non versusion of . Aska Louish of 2014 Entransmittet, deel	And so it was. The pase follow's lags more based to a single, and he had here (passed) of the en- tent of his in "after and then in caret. One with her, faith injural, turned round to	we get ent a special train to bring the deal and	Twel-1 the department entered same and van-	effectate state that they doubt whether they
NOW THE DISASTER OCCURRED.	shortly size 17 vinck. He was terriby emitted, One pump man, William Fringerstell, N past of any, of 160 Decision of the and he was been index the sylindary of the honometics. His face	Dr. Richlaff, who was actuating to him and grapped out, "Oh, Darlar? I'm done for. Which mether problem for me," Use poor ficher stored with his heads before his eyer, and implement,	support to said they then it was positive to anot. Confector Food hat easily of the other than,"	of they had bet me run through the junction out	GRAND DOME HILDIOLAS
An awful accident opens the new year for Tor- rente. Yostorday morning at five minutes to	is hadly out, but he will likely smoore. High Contingnam, H. D. Karman, Frad. Echerpel, James Kelly, Edds H damen, and John Agents	herd other to beal him to a place of sairing. He had had his upbi on the fire seathing from the collision. He was led to a sale and, and then	Mr. Charles first was enhanced at a the offer of Mr. Wrappe, Local imprecisionless. He will the "Nodethin you are separated with the	weiches of sending use to Rowthan yard we would have been through to Toronto all right ; we have to they replay of the yardinan tail	Exemance of the End Hor of the Rand Importal Family, The Grand Pulls Midnice was the ball hor
area o'dick the otherhan train on the Grant Wastern Division of the Grand Trunk Railway	all died during the sight. THE WOUNDED,	Each down upon the sales and hard into trans. The presented often of the wainled and the dying, the double of the men clearing away the	fation of the accelerat as they appear on the face of the matter. As to the quantum where the times ruch that is yet to be desided. I have	me toge to December we get the order marked " E," we get to Point Edward Stander moving short 2006 "these suffer that time I was lying in the	The Grand Paths Nithelas one the ball boy the Exercise Inspectal family. He has in several times independence, and it was an provided one of the section the and it was set
res run into by a special droight from the west heat 130 yards wast of High Park station. The	The following is a list of the wonded in the wards at the ticsard Harpital, with the extent of their injuries pro-	delars, the history of the wayse that was being period upon the pet unpersched for, the restar- of the greatistic, where further wave wave lash	my options, it is true, but I do not think it was if he fair either to the concern's jury or to	von, till I starte f hat night ; was not under par dorter than time ; we are working under two deflerent specare, tirend Truck and tires: West	beaming toward Nation's durations that he is extent. He was a bording of the lane Case, a was been in 1951, they night in the winter
such is not loss than trensty seven men hilled and from trensity to duty, more or lose, bodly	W. VITZ) EstALD. 145 Borksley street (dightly scales)) a Canadian ; has wile and two shelders.		the efficient experient for me to give that option new. We use thing I can speak defeately. The order to the conductor of the special was clear	erts : three are nonicong ; we wark on the thread Truck rules from Toronic to Point Korned, and on Great Workers, other from Point Kd-	bill there was a bellivet muched builts? Open House of St. Printland, Assard tempoty provid was an American got of and
magint, scalded, and burned. The suburban rais, consisting of the "downry" engine and we care, had its usual land of about sixty men be-	BICHARD CRUTHERS, 20 Technotorel blightly excluding samaning, and set of David Cruiters, Eiled in the durater.	but the same start the range of more than the same start the same start was same and the same same same same same same same sam	and defaulter-to run to Towards, "arough r to relat traint," I now the other herone I bet, Hanneton, and it is in the proper form. The news of the	word to Toronto; is work under the two requires a great did of head-work. The other machine is a usual order to reprine ;	reclampy brandy, schooly out of her bran, yo willow, Among the company, also mashed, yo the termy [Pyle Nubrin Constantioned
ing our report to their work at the Bolt Factory, just and of the Mombor. Through more arrow not yet	JUHN CORRECT.N. IP Candro down, was driven right through the need of the our; he	torgothes by the spontanes. The work of	I the fact that the searces triggaph office was at	the consump do not compet us to be in the vans whom of duty, but not hong under pay at these times we do it as an other of ensembly	apples of the Dervers. The surple botaine :
epikined, the freight train went past the last dopping place, Mindex, and came themiering	MATTREEW WALKER, of 55 Front street;	extrations awart rug petages worst regisling on. By ten oldisch all the rejused	the Queen's Whart, some make from the score of the wreat, the counting the man- mph, I at one tangenplant to Toronto to	have to key them themelyon, but if as	trend was that they never parted allowened to proce and a ball. The Grand Dalls wallow this after the Castantee, basis had to the Castantee.
how the grade. The engineers on the two trains now that disactor was incrimitly, that no burness means could eave them to whom the crash came.	a roomy Kaplahanan of about 50 years of apa,and henr in this constart is badly surread. MDCHAEL, KKLAY, 51, 55, Lawrence	had here taken out and your after in the Respirat, or on the way thicker, and many of the dead had also been crossed. About ters as spatiary train actured from Hamilton, terming	have a special relief train east out for the bouelts of the wounded, and to have medical anistance given at some. Exerciting was done well and	by ritigin there's man in H. Jaffrey ; Jaffrey is a firstfield man ; there was another contac-	About aight years ag in back was published Paris which meand a conduct oracular. It was sailed " he Roman d'ere Americana en Nami
a moment the word had come. The heavy	street, a young had of eithers, sliphtly maided, ALEVANDER BANKS, 31 M. Lowrence- street; medanate maid; between sixteen and	Ms. Diff, experiatendent of the dutrict, and a	promotive in the charges of Mr. Wr. got, the	is a firstfield man ; there was another contac- tor with me noted Markad Lowel ; he had no- thing to do with the reasons of the train ; had there is not with the maximum of the train ; had the or the second sources.	and was written by Mrs. Eastin Rackhool, a business of Fanny Long," In it the authors soled by some both writer of the businesses,
takind it, drove the dommy engine CLASS UNROFUL THE CAR	The two lock mentioned sufferen remarkly came	at the same time motion putting period from Toronto, braging additional malend social new and weiters, and many franch-and relatives The worked one and the deviating and	was pattern or. An annihury was well from Busilium to remove the work, but found mently storything does before its artists,"	bor-manual D. Saccushur and J. Marund,	when the deligned to call "It. D.," and up
to which it was attached, and mounted both, pil-	their first work at the Rich Works. MICHAEL KELLY, math-met corner of Church and Released strates; shows internal prove of age; builty soldied, seven internal in	cuter, and the work of clearing the line was then	Mr. Buff expressed the deeped report that, such as actions charted have secured, and en- present concerns for the wannied may, whose	delle rightern hours at a time ; this is not wead ; we have no receive to a time ; this is not wead ; we have no receive hours of detr ; we should have st-pore at Minima for others if I had	Nativita Constantinerrich, asphere of the th restrong Cate. It was a westered penduci-
tem a case full of closed, hearly man because a as instant a sciencing death-trap filled with margini, blowding bumarity, A second inter the bally of the duman estime ex-	CRAS. MACDONALD, 12 Power-slowing	noni completed. Strong super over attached to the breamstire and mind hold of by a breaked men. A mighty soil was given, and the great mutas was justed of the treak, and tay	indivings to mome to have done all in his power to allocate. When the conserve tagant in over Me, first will hold an investigation on helicit of	Brought of the endortant train. Win, Albin, M.R., gave evidences alsowing the injurner wheels. Winners White, on when the in-	Mrs. E scifard from Paris, and her her vice- with Euroise hor-to, and her extransitio, in hi generation and equate tag, were sum to note the flats.
defail and the starm and water ended and environd death or more awful adjuries to the molectly of the poor creatures. But this was not	PATERCK & AVEXEY, 104 Tecument street,	chattered and brothen on the bank house the	the Company. NR. WEACON SPEAKS.	quint was baid, had received. The injury was adjustment wath Tanaday at 5 https://www.second.com	ANOTHER ADVENTURE.

ATTREES & AVENEY, his Treamsh-street, to the more we done with the are and provided to provide the street with the series of provide the street with the series of the street with the ser



Coverage in The Globe, *January 3, 1884*.

Around 4:30 a.m. that morning, engineer Richard Jeffry pulled G.T.R. Engine Number 270 into Hamilton. Since leaving Port Edward at 7:13 p.m. the previous evening, the special freight train had passed through London, Woodstock, and, after a brief pause in Hamilton, was westbound for Queen's Wharf, the Grand Trunk's lakeside freight depot southwest of Fort York. Jeffry was, as *The Globe* later wrote, "A trained driver and...well spoken of." Nevertheless, he'd never previously travelled between Hamilton and Toronto. So, the Stratford native asked for a pilot, an experienced crewman, to act as a guide, pointing out variations of grade and the physical character of the tracks, to better allow him to make appropriate adjustments to the steam pressure settings.

The Hamilton station master did not provide one. Instead, Jeffry's conductor, George Barber, volunteered to act. Although Barber had travelled between Toronto and Hamilton frequently in his years of service with the Grand Trunk, performing such double-duty was highly unusual, and the station master should not have allowed it. But by this time, Barber and Jeffry had been on continuous duty for nearly twelve hours, and were likely eager to reach journey's end.

At 5:20 a.m., Special Number 146—running light with only the engine, tender, one empty baggage car, and caboose—set off

for Toronto through a howling snowstorm. A telegraph man signalled Toronto that Jeffry's freight train was on its way. The message was received but no action was taken.



From C.W. Jefferys, The Picture Gallery of Canadian History (Volume 3) *(Ryerson Press, 1950)*

At Hamilton, they'd been issued revised orders: "Run to Queen's Wharf, avoiding regulars." In this era, the vast majority of rail routes ran along single tracks. It was imperative, Hugh A. Halliday notes in *Wreck: Canada's Worst Railway Accidents* (Robin Brass, 1997), that only a single train at a time occupied a section (or block) of track between sidings. According to the G.T.R. regulations, specials had to avoid regular trains—which always had the right of way by virtue of travelling according to a published schedule. The conductor was supposed to give the go-ahead to travel on only after the train passed. Although station personnel or semaphores might help them in their duty, ultimately, the conductor was responsible for the safe passage of his train. Knowing the Number 25, a daily train that delivered newspapers to southwestern Ontario, was due to cross their path at Oakville, Barber ensured the special freight train was safely on a siding at Bronte until it passed. Barber, a man of twenty-nine who lived with his wife at 71 Esther Street in Toronto, was well experienced on this track and familiar with the commuter trains that used it. He was considered sober, steady, and one of the best conductors on the Grand Trunk by those who knew him. In giving Jeffry the go-ahead to proceed from Bronte, Barber was certain the next regular train didn't leave Toronto until 7:35 a.m., but his study of the timetable that morning was not careful enough. Among its figures and footnotes, he'd overlooked an earlier commuter trains.

Around the same time, foundry workers on their way to the Toronto Bolt and Iron Works gathered at the second Union Station. Established in 1879, the Bolt Works had moved to the west edge of town (at the foot of present-day Windermere Street) in June, 1883. Many of their employees lived in downtown neighbourhoods, and at least sixty commuted by the Number 13 train each work day, which left Union daily at 6:40 a.m. with stops near the Bolt Works and Mimico.



The Second Union Station, as seen in 1888, from Wikimedia Commons.

On the morning of January 2, there were far fewer men in work clothes than usual on the platform. Perhaps the men commented on the absence of Mr. McIntyre and his son, who had never missed the morning train, but would have to walk to work today—a circumstance the McIntyres later considered a "providential escape." Maybe the men bemoaned the return to work after the joviality of the holiday season, or complained that their train was late. The locomotive—a smaller engine-tender combination known as a "dummy"—was two minutes late coming from the roundhouse.

The men piled aboard the train's two coaches, all but five of them selecting to sit in the foremost car, which was set aside for the exclusive use of the foundry workers. At 6:49 a.m., now nine minutes late, the dummy set off westward. John Kennedy was the engineer and James Gasken was his fireman. As the train passed the Exhibition Grounds at its moderate speed, conductor James Carter finished collecting tickets. There were forty-three men and boys aboard.

The freight train passed through Mimico unobstructed. At that early hour, the station—site of the last siding before the railyards below Bathurst—was still unmanned. Its semaphore remained unlit, offering no reminder to eastbound traffic of the commuter's approach.

In the midst of the morning's snowstorm, John Donovan stood at the Bolt Works. A bridge carpenter for the G.T.R., he was waiting for the westbound commuter to take him to Mimico. As the freight rattled past him on the single track, he heard the Number 13's whistle at the High Park crossing. "As soon as I heard her whistle, I knew there was going to be an accident," Donovan remembered. He took off down the tracks at a sprint. THE RAILWAY DISASTER, Public Funeral of Eighteen of the Victims. IMPOSING FUNERAL PROCESSION. An Immense Concourse of Sorrow-Stricken Citizens. SCENES UPON THE ROUTE. Sorvices at the Homes and Sopervices at the Homes and

Comotories

REFERENCES IN THE CHURCHES

The funeral of the victims of Wednewlay's durator took place on Saturday. The day dawned brightly and pleasantly, and formed a striking contrast to the black, wild morning when the dead workingween were hurried to the terrible fate awaring them at the Humber. Soow still lay upon the ground, but the cold was far is nevers than that of the preceding few days. Detween one and two o'clock a crowd bays to collect around the City Hall, from which place it had been decided that the procession should start at three o'clock. The crowd gradually increased in extent until it completely filled the large Market Square and the adjulaing theroughfares. Thousands of people were there of every age and condition of life, all anxious to witness the last and scene of the Humber estastrophe. No idle or morbid curiouity was to be seen among the great mans of eliterns. A deep and melanchely sizedo reigned among them, and a universal sympathy with the astual mourners was expressed in their countensets.

SCENE AT THE DEILL SHED.

From the hour of elseen o'clock those in charge of the armoury at the foot of the City Hall were builty energed receiving the colling from the house of the daceased note. By our o'clock a dagen bodies had arrived. Services were conducted at the house of a great many before the bodies were taken to the starting point of the poblic fungeal.

Protected Boothroyd was a member of the Amalyzmasted Society of Engineers, and the pail-bearers ware the following members of the Society :--J. J. Doyle, Edwin Haines, H. Dodgno, W. Myers, and T. Genmarson, Rev. Mr. Darling held a short service at the house of the decounsel, 176 Struchan synchron of the boins of the public funeral.

killen Lodge of True Blues. Rev. Mr. Samon, of Lattle Trinity Caurab, coodneted the service at the house. The pall-bearers were W. Mills, W. Howard, E. Hanse, R. Hudson, J. Ingress, and Wm. Cuthbert, all True Blues. The pall-bearers for George Pre-cold, a member of Loyal True Blues, wave T. Kasford, Ro-

Every place 51 boviness was closed, and in many owns the fronts of the establishments write draped in black as an eridence of sympathy with the general meaning. The procession was of vary great length and was nearly an hour passing a riven point. It meloded representatives of almost every lodge of every secret society in the city, including Orangemen, Foresters, Sons of Exclused, True Einza, &c., &c. The Belt Works employees numbered considerably over a bundred, and included not cally almost every man at prevent employed by the company, but also several who was recently ducharged on account of stackness, but who, accortheless, lodged upon the deal as their late counciles and fellaw-workness. The following Grand Trunk estimation with even in the ranks of the precession—viz., Mears, E. Wreger, Local Manager 1 J. W. Lord, Freicht Agent ; W. Gorneby, Fassinger Agent ; J. W. Edzar, Assistant General Passinger Agent ; M. Scharical Freicht Inspector, of Toresto; Mears, C. Stiff, Superintendent ; G. K. Donnelly, Machanical Superintendent ; G. K. Donnelly, Machanical Superintendent ; J. With Variation and the

Armour, and Little, of Hamilton; and I Rozwr, Chief Modical Officer : J. Belt, Awistan Superinteedant, and W. Crowther, Assista Suparinteedant, of Montreal. BREAKING OFF.

out parties transported of St. James' Constery and the other kreping atraight alread for St. Michaels. The Mayve and Corporation dropped out at this point, and the budy of pohoo divided into equal parts, a rore of twenty-five point to even used the starting, the distance being about two makes. The remains of Richard Mailuran, the old Gronalier servensis, were first taken into the baryong round, failward by the Grenaliers and these band. The funeral service was readed the source of the weak service and the source of the source of the taken into the baryong round, failward by the Grenaliers and these band. The funeral service was read by the Ror. A. H. Haldwin, Roctor of All Subits, at the saturate to the vanit, and at its combusion three vallages wave fired over the body of the deceased by his late commutes. The coffins containing the other bodies were then brought into the little cometery chapel, followed by all the Balt Works employees and as many others of these who had been in the procession as the share would afford admittance to. The bard service was read by Roy. Mr. Charlier, chaphin, analised by Roy. Mr. Darlinz, of St. Matthias' Church. All the coffins vers toft in the vanit beneath the chapel, where they will remain until they are intered in the spring. At St. Michael's Constary Yery Her. Vienz-General Laurent and Rey. Father Sheelen read the funeral avertion and at Mount Pinsoni Constry and the Neuropolis the decrymen who officiated were those who had bed the services at the humes of the respective dead.

PROVIDENTIAL ESCAPES

Leavier saids the families and relations of the hilled, perhaps nowhere has the catastrophe created a more profound feeling of sympathy and bereavement than among the remaining employees at the Bolt Works. They who had travelled the istal read together time and again before, and worked, langled, and talked at the same benches and under the same reaf, as those who were cut off feet the force of the terrible blow almost as much as do those who are actual measures: fee the dead, though in a different Way. Hardly a single workman there but personally misses once companion or free the version of Providence that he did not happen to take a passage on the libetarred train. Many and corison are the incidents connected with the tragedy, in which mee have ocaped or bern blustered from going on the train by unseen circumstances. A boy named Stabley from States will are beyder of the reased man

up to be deroted towards the relief fund. Other it is churches also made collections on behalf of the it is anne fund.

LESSONS OF THE CALAMITT. A service on "The Lessons of the Calamity" was practical by Rev. D. J. Macdonned in St. Andetwis Church hat evening. After reading the words found in Ecclesionize L.-.." I returned and new under the service in the theorem is not to the will, nor the ballie to the strong; neither yet bread to the ballie to the strong; neither yet bread to the ballie to the strong; neither yet bread to the ballie to the strong; neither yet bread to the ballie to the strong; neither yet bread to the ballie to the strong; neither yet bread to the ballie to the strong; neither yet bread to the ballie to the strong; neither yet bread the ballie to the strong; neither yet bread the ballies of the strong of the strong of the ball four days, and we rightly presh of each an event as a termble culumity-a calamity which has carried avery many, not of the unders, not of the ballies, not of the workers,

THE ERIAD-WOOTER

from many of our honce. We easinch but think of it as an evil; the question is, what use new we to make of such as event. For surely it is right that we should listen to God's value, speaking to us by His Providence as well as speaking to the in His Word. Surely God has been speaking to this eity, as well as to the desolate honce which have been expecially concaract.

I am not poing to touch at all the question of the responsibility of this one or the other ; though I cannot belo agying that it does ween to me that the one or two who may be specially responsible for the occurrence of this accident are decily to be sympathized with, however much or hitle may be the measure of kines to be attached. Who of us is there that does not sometimes let things go easily instead of muking careful investigation into all that we ought to be doing? Which of us is coing to cast the first stose at a brother for his carbiesnes, if it be no? But I with a part of the matter what cause, beomen a part of the prest which is under Gaf a part of the great which is under Gaf a part of the great which is under

Following out the line thus inducted the prescher and that it was a meroiful provision that man " knowed not his times." He considered that it would add most fearfully to

THE SCROEN OF LIFE

if each of us knew precisely the day and howr of his death. We were not to live in inclifference or carciesones on this account, but to live as not knowing when our time might come—to live as knowing that we are responsible for making the best use of the present time. Further, it was a good thing that there should be calamitous changes in lives. No doubt each dimater as it came was from one point of row as will thing ; and yet, speaking as to evneral principles, it was a cool thing that we should be calamitous for us to torget God that we needed to be remunded, in forming our plans, to any." If the Lord will. It was a good thing for those families which had been deschied to knew that it was not after all as and as it looked—that it was a part of what God had ordered as His

THE CAIP TING POWER

of such a calamity as this was referred to by the preaches. He solved the fact that Orangemen and Roman Calbelics joinstain Saturday's and procession, and hoped that this spirit of brotherily love and mutual teleration and respect might continue. Again, it was a pool thing for the citizens to have awakened in them the spirit of sympathy and trotherly kindness that had been shown in a great many ways. In concluding, the preacher mid that the concisionners that we did not know when death might overtake us should tash us to be faithful, to use faithfully our powers, opportunities, becaused Presembler Simon alonghuring a Aving alterward, "hanps upon henne, with the aving alterward, "hanps upon henne, with the site of an are have I shin a thousand new." They would remember more recently the Ridgeway effait, and remember henne of dead—youthful lead. Some were shin by the pursait of wickedons, and others by the necessity of having to blace themeeiters in the c.m of these who might continue he rechers, There were thousands put a dash by the acceleration of others with when hey had he associate. Take the galamity which coursed here had work. How harpily these new started away from the Station on their ray to their work? And how gains and mafeminely to their train they came? Then take he conductor. He would never forgive himshift forgive him, but he would never forgive himsicht forgive him, but he would never forgive himeif. A grander class of sen they could not find han these engineers, formens, and coundenters. It was all caused because this conductors. It was all caused because this conductors. It was the hongital. Where personalized here modenly taken from active life and coungeliet to ento of bodies he had seen in the morgos mid at the hongital. Where personalized here modenly taken from active life and coungeliet to etwo a tother here differently what they read agend their lives differently what they read agend their lives differently what they read agend their lives differently when they colster. When they bey an to get well again they fars amage them, for theor were millings and ullions aline order forgive the accident, and wing touch the night below the second were forget pering then the

Suppose a regument of 1,000 men were to go mito battle and only 100 owne out uninjured, while 500 ware killed and 500 wounded. When they reard ed every one would join in the hope of being assort the 100 uninjured. And so it was in life. It was a vain, faite hope. They should remember that in a bundled by other should remember that in a bundle of the should be filled by other scopies and Turonto's population would, with few inceptions—only sufficient to prove the rule—be noticely changed. They should take the lesson a heart, and prepare themserves for the great

RO

Alexander Turnfle's condition is about the same ; there are very alight hopes of his recovery.

Mr. Waugh Lander has arranged to pice's rand piano recital at Muon 2 litch's waveooms on Saturday, January 13, at 250 o'chek. The proceeds will be devoted to the banefit of the ufferers by the railway disaster. A choice prorange has been selected. The price of admistor has been placed at 20 cents.

The sugression is made that during Lord Lanstownris visit a public performance for the bonefit of the anflevers should be given in the Operafours. Mr. Munning would, no doubt, set with is accustomed generouity in the matter.

A strange curumstance is related in connection rith the melaneboly death of H. D. Kerman, is urmally rode on the rear car, but on the failal scream he expressed his intration of riding in he front air with the men for the make of the impany.

Bruthan Lodge, S. O. E. Besserslent Society, t their Lat meeting roted \$55 from the conment fand towards the fund for the relief of to millerers. This sam was augustuided to \$51 y the members present, and the amount will a handed over to the Mayor to-day. The following telerary was received from Mon-

treal by Mr. T. McGaw, of the Queen's Hotel, last night :-- " Please pay to subscription fund of the late railroad accident in Town's on account

Coverage in The Globe, *January 7, 1884*.

In the cab of the commuter at 6:57 a.m., Kennedy strained to see through the blowing snow at the bend in the tracks south of High Park. Spotting the freight's oncoming headlamp only three hundred yards in the distance, Kennedy called for brakes and Gasken leapt to the switch. A moment later, both men jumped from the locomotive. To the passengers, Carter screamed, "Jump, boys, for your lives," as he jumped clear himself. But it was too late for anyone in the first passenger car. About half were killed instantly.

One of the passengers in the rear car remembered, "The first thing that alarmed me was the sudden shriek of the two engines. Then there was a great shock, and I was hurled from my seat over against the opposite side of the car." The Bolt Works' foreman, also in the rear car, recalled the moments after the crash: "The car stopped and my companions, who were all uninjured, and I got out. We saw such a sight then as I never wish to see again."

Along with Donovan, and others arriving on scene from Parkdale, they set about the grisly task of prying the injured and dying from the mangled wreckage. An impromptu bucket brigade tried to quash the flames.

By the time the press arrived, bodies on the scene had been haphazardly covered with blankets, and local doctors had arrived to treat the wounded. Nevertheless, reporters found no shortage of witnesses willing to share their view of the carnage. In an era of sensationalist journalism, sympathy for the misfortunes of others mingled with a morbid fascination with death and destruction. Newspapers breathlessly recounted every ghastly detail. One of the first residents of nearby Parkdale to arrive on the scene, Mr. Tolton, expressed his horror to *The Globe*: "Bloody fragments of flesh and detached limbs were lying about, and made a horrid sight."

The air was filled with the hiss of steam and the "shrieks and groans" of the injured, *The Globe*'s reported added. In the *The Mail*'s description, however, the victims were more stoic. One boy lifted out of the wreckage turned to his rescuer and said: "I feel I'm going, doctor; tell poor mother not to cry, I'm not suffering."

The commuter's crew were reasonably unfazed. The freight's crew was not as fortunate. Charles Thomas, the fireman, was killed instantly. Jeffry disappeared from the scene. Bleeding profusely from his head, he wandered towards town in an apparent state of shock. Overcome by a sense of guilt, Barber kept confessing to those on the scene that he'd plain forgotten about the Number 13. As soon as the scene had settled, County Constable Wise took the freight's conductor, Barber, into custody, pending a coroner's inquest.



The G.T.R. right of way past the Canada Bolt & Nut Company in Swansea on February 10, 1911. By this time, rail capacity had been expanded beyond the single track there in 1884. City of Toronto Archives, Fonds 1231, Item 1018.

Once word of the accident (eventually) reached Union, a train was sent to pick up survivors. By 10 a.m., all the injured had been carried away, yet there were hundreds of people on the accident scene for the rest of the day, eager to survey the damage. With minimal damage done to the track, once the wreckage was cleared, regular rail traffic resumed at 11:30 a.m. The scant facts of the catastrophe—embellished by rampant rumours—spread through the city. Had the freight train ignored its orders? If the commuter hadn't been running late, would it have already passed the Bolt Works and unloaded the vast majority of its passengers? And if Mimico had been manned, could the calamity have been averted? Had a grief-stricken Barber hanged himself in jail? Newspaper offices were swarmed by curious residents seeking the latest news updates. Huge crowds gathered to watch, with blanched faces, as the injured were unloaded at Union Station. "Strong men wept, brushing their tears away with their mittened hands," stated *The Globe*'s colourful description. Mayor Arthur Radcliffe Boswell was among the first crowding into Toronto General Hospital, anxiously inquiring about the wounded. That afternoon, between five and six thousand people visited the morgue. Many were friends and family seeking to identify the bodies of loved ones who were laid side by side in rows at opposite ends of the room. Others were merely curiosity

seekers. "Oh, it's awful," one exclaimed to *The Globe* about the charred, disfigured remains. "Don't go near it—you can't recognize one of them." In the evening, the Bolt Works held a town hall meeting for its remaining employees, and decided not to reopen the foundry until the men had been interred.



The trial of Barber, the conductor of the freight train at the recent catastrophe at High Park, was commenced yesterday. Mr. .E. Irving, Q.C., counsel for the Crown, Dr. McMichael, Q.C., for the prisoner. The following jurors were sworn in :- Thomas Gray, Thomas O'Brien, Wen. Jewett, R. Young, Owen Davidson, James Lyon, Richard S. Perry, D. W. Thompson, Peter Savage, Frank Armstrong, Hugh McTaggert, C. H. Coxwell, Dr. McMichael having previously challenged Mark Watson, John Kay, John B. Turner, G. G. Keifer, and George Paterson, who had to retire.

Mr. Irving, the Crown prosecutor, opened the case in a most lengthy address which accupied over an bour, and in which he related in detail the circumstances of the collision of the two trains, also reading the order that Barber had received and stating the regulations which should govern men in a position of such great responsibility as that which the prisoner held. The first witness called was Geo, Carter, conductor of the suburban train, who testified that he had been conductor o. the subarban train for the past five or six years; it was usual for him to run five times each way during the day ; there were three or tour stop ping places on the road, viz., Queen's Wharf. Hugh Park, Bolt Works, Humber, and Munico ; the first train leaves at 6:10 a.m. and makes no stops until it arrives at the Bolt Works and carries no other passengers than the lisit Works employees; they come back by a late train ordinarily ; he remembered the 2nd of January, and ran on the first suburban train which left the Union Station that morning at 6:30, and which was 10 minutes later than the correct time ; the reason of being 10 minutes iste was on account of having to wait for the en,ine to come for the train ; the train consisted of two coaches ; they took on more passengers at the Queen's Wharf; they had no business to stop at the Queen's Wharf ; stopped at High Park ; shortly atterwards he heard the whistle which sounded to put on the brakes, and which was an unusual thing ; he was in the hird car, and went out and looked ahead to see what the whistle was for ; he looked on the lake side on whithe was for; he looked on the lace side on account of the curve, and saw quite close, about the length of two engines, the headlight of an engine, and after shouting for the boys to jump off he jumped himself, and the colusion cccurred immediately; he could'at say as to the rate of speed of the freight train ; they were

COING AT THEIR UNCAL BATE ;

they were allowed fifteen minutes to run from the Union Station to the Humber, a distance of 5] miles ; the immediate affect of the collision was that the dummy was driven right back into the second-class carriage, and the freight loco-motive was on top of it, both on the same line ; there was no time to do aparthing. The witness there was no time to do anything. The witness produced the time-table Le was working under. On being asked why he ran right out of Toronto he replied that he had the time table to run by he replied that he had the tany other train run-ning out of the city, the line should be kept clear. He stated that he did not get any orders at the Queen's Wharf, although he aiways enquires for them, and at times gets them, that is during for them, and at times gets them, that is during the day. The orders generally relate to trains later in the day. On being cross-questioned by Dr. McMichael the witness said that the distance between the Union Station and Mimico was seven miles, and that the character of the orders he receives have reference to trains from Hamilton, and how to meet them ; they do not meet anything between the Queen's Wharf and Mimiou,

AS THERE IS NO BIDE TRACK.

structions sometimes through Mr. Dawron, Astistant Superintendant : he remembered Conduc-tor Barber's special arriving at Hamilton about half-past four in the morning ; Barber came in and backed his arrival ; he entered the office again about 20 minutes past five to get hisorders; he said, "I am ready to go to Toronto", on being asked if he had a train Barber said he had two vans ; the witness drew out his orders(which on being produced ho identified) ; the order read, "Run to Queen's Wharf, avoiding regu-lars" ; thinking that Barber might be able to make Oakville he asked Barber

"CAN TOU MAKE GARVILLE

for the newspaper train." to which he raplied, "I guess I can," but did not reply as to whether he could make Bronte or not; twenty minutes later the Queen's Wharf asked witness if the other special had left, to which he answored, "yes, about 5:30;" Queen's Wharf called him up amin to accertain which had her build him up again to aspertain what she had, and he told them two vans; he heard later from Oakrille that she had passed. In roply to Dr. McMichael, wit-ness stated that he had been in his present poution for six months, and was operator before in various places on the G.T.E. ; there was no necossity for the train being depatched in a burry ; be stated that he was not able to communicate with all points on the line; he could, however, communicate with Mimico at reven "clock; did not get a message from Mimico until S o'clock; he had power to stop the train at Oakville until the newspaper train had passed, but could not at Bronte because there was no operator there ; he allowed the special one hour and fifty minutes to reach Minuto, and at that rate the suburban would have reached Minutos before the special ; if Earber had been stopped at Mimico it would have been safer ; specia's are not called "wild cats" on our road, although they are called that on other roads ; regular trains more by the time card and report, but regulars never call for orders. Witness first knew about the disaster bout So'clock. He stated, that the semaphore

WOULD PROTECT THE CONDUCTOR

any day entering Mimica. Time tables control specials, which are watched like any other train. In reply to Mr. Irving, he stated that the semashore at Mimics did not stop all traffic when the uburban train leaves 'loronto; be could not stop the special because he had given his orders to avoid regulars, and it was not necessary to warn liarber about the new-paper train, as his orders were to avoid regulars, of which the newspaper train was one

Albert Smith, operator at the Queen's Wharf, testified that he was ou duty on the morning of the acrident ; he called up Hamilton about 6 o'clock, asking if special had left, and ascertained that it had ; this was before the suburban went out ; he was not sure that he communicated the information to any one in any way ; he searched for the information received, but found no record of it ; the suburban appeared in due time ; he gave no order to the conductor of the suburban, as he had no holding order from Hamilton to give

In reply to Dr. McMichaal, he said he knew in reply to Dr. McMichael, he said he knew it was NA 420 from the telegraph operator from the Junction Cut, and telegraphed to find out when it had left ; it was not necessarily his busi-ness to know, and he did not find out ; he could not say when the Mimico man goes to work. In reply to Mr. Irving witness stated that a special couldn't leave the Queen's Wharf without

special couldn't leave the Queen's Wharf without permission, and would stay on a siding until there was an order for it; the "consists" of the train are not always forwarded to the Queen's Wharf, and would not be reported to the witness; on the train in question the consists were destined for the Queen's Wharf; the train from Marine here here here here here here here Hamilton had started nearly half an hour before he was aware of it.

Charies R. Carmichael was next sworn. He stated that he was the train master at Toronta He has been acquainted with Barber for some time and considered him a first-class man having been conductor for four or five years. He supplied Barbar with rule book and time table. On his a-king Barber if

HE ENEW.THE ROAD

the latter replied in the affirmative. To br. McMichael he stated that he con-sidered Barber a first-class conductor, sober, honest, and industrious; it was between the 20th and 27th of September that he furnished Barter with the time-table (No. 4) ; he said that Barber spoke of his acquaintance with the road as a fireman ; they had formerly acted under the G. T. R. rules and latterly under the G. W. R., and the G. W. R. deal more in "specials" than do the G. T. R.; his duties were to prepare the men before starting.

In reply to Mr. Irving witness said the rulefurnished hun with applies to the whole over the Great Western divi

ing in if required; he could not say whether there was a station master at Mimico that morn-ing; he generally arrived there at seven o'clock in the morning, and a man was concerning there was conductor of THE GLOEE train, which left Toronto that morning at 5:20, on time; got to Hamilton at 6:55; he did not stop anywitness said that it was used to stop trains com-

Coverage in The Globe, January 26, 1884.

Fifteen men had been killed instantly. Twenty-nine were killed in all. At least nine others were severely injured. It was, according to Derek Boles in Toronto's Railway Heritage (Arcadia Publishing, 2009), the worst train wreck in Toronto's history. As Halliday put it, the day's calamity had "an element of tragic concentration; all but one of the dead came from a single factory, and most of the families involved knew one another." Public response was strong. The funeral took place on Saturday, January 5, at City Hall, with the crowd spilling out into Market Square and the adjoining streets. By 3 p.m., a funeral procession made its way along King and up Yonge Street, following a cartage of sleighs. Downtown traffic stopped, and the sidewalks were packed with mourners. Along the procession route, businesses were closed, many draping their shop windows in black as a sign of public mourning. At Wellesley, the procession split; some turned towards St. James' Cemetery while the remainder continued north.

The community also responded with charity, donating food and funds for the welfare of the widows and families affected. Even Barber's wife was granted fifty dollars by the Parkdale relief committee for her difficulties while her husband was in jail. In the wake of the accident, blame was accorded quickly. By 2 p.m. on the day of the accident, a coroner's inquest was convened at the newly opened Park Hotel in Parkdale. After an adjournment, it met again at the Parkdale town hall nearly a week later.

After hearing hours of testimony, the verdict was announced on January 15. Barber and Jeffry were there, looking heartbroken. Jeffry's head was wrapped in a bandage and he could only walk with the support of two canes. The jury attributed the accident to Barber and Jeffry's misreading of the timetable. However, their culpability was mitigated by Jeffry's refused request for a pilot, and the burdensome length of their work shift. The jury was also critical of the railway, calling for the G.T.R. to lay two tracks along such a busy stretch of road. Barber was remanded to await criminal proceedings on charges of manslaughter. That trial, which took place on January 25, was a mere formality. Having come through the shock of tragedy and a tremendous outpouring of grief, the public did not seem interested in disciplining the conductor for his honest error—even one as grave as this. Even the judge, instructing the jury as they were sequestered, cautioned: "There is a wide difference between forgetfulness and criminal negligence." The not-guilty verdict was a surprise to no one. *Other sources consulted: Mike Filey,* I Remember Sunnyside *(Brownstone Press, 1982);* The Globe, *January 3, 7, 12 & 26, 1884;* The Mail, *January 3 & 16, 1884; and* The Telegram, *January 2, 25 & 26, 1884.*

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