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ACCIDENT

DECEMBER 12,

1878.

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RAILWAY COLLISION NEAR
WINONA STATION, G. W. R.

The immunity from serious mishaps which the Great Western Railway has enjoyed for more than two years, was broken early on Sunday morning at Winona station, several miles east of the city. The collision, for such was the nature of the accident, is remarkable inasmuch as it is wonderful how so many passengers escaped with their lives. This must by way of preambles, the facts of the sad occurrence as gleaned by our reporters from eye-witnesses, the railway officials, and others, are as follows:

THE NEW YORK EASTERN EXPRESS TRAIN, which is due at Winona station at 2:30, arrived there exactly on time yesterday morning. The train slackened up before reaching the switch to allow a brakeman to go forward and let it into the siding (as has been done every night for years past) in order to allow the Chicago express train to pass on her way westward.

This place, we understand, is the regular passing point for these two trains, the New York Express, or train No. 12, always going into the siding in order to allow the Chicago Express, No. 1 train, to pass, which she generally does at full speed.

As No. 12 was slowly steaming ahead the Chicago train came along at a high rate of speed and both locomotives came together with terrific force. So great, indeed, was the shock of the collision that the engine of train No. 1 was turned completely over bottom side up in the ditch while the other was crushed in, the iron plates and bars being torn and twisted about like ribbons. The baggage car of the New York train telescoped

WITH TERRIFIC VIOLENCE INTO THE SHOCKING CAR,

which, at good luck would have it, was at the moment unoccupied. The passenger coaches, however, were uninjured. Indeed, several of the people in the sleeping-coach never felt the shock at all, but continued sleeping until

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which, as good luck would have it, was at the
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the people in the sleeping-coach never felt the
shock at all, but continued sleeping until
awakened up by the noise of people walking
through the car. This immunity it ac-
counted for by the fact that the Miller buffers
were attached to all the cars. The engineer
and fireman of this train jumped off and
escaped unharmed. John Ryan, who is supposed
to have been stealing a ride to St. Catharines
on one of the platforms, was about to jump
when the collision occurred, but

KID OWN SICK CUP

and bruised in the effort. Another man
from St. Catharines, a passenger on this
train, who was also on a platform, sustained
a bad fracture of the thigh. These were the
only persons hurt on this train, although, as
will be seen farther on, several had miracu-
lously narrow escapes.

On the other train the engine was over-
turned in the ditch, the steam escaping and
roaring, and the first two cars were telescoped
even worse than those we have already de-
scribed. Near the locomotive, helpless and
in agony of pain, lay John Holmes, the
driver, with his right thigh and left arm badly
fractured. Near by, James Collison, a
veteran fireman, was lying in a pool of muddy
water, his face, hands and whole person
soaked by the escaping steam.

In the second-class car there were seven
emigrants, six of whom are seriously injured
and one is dead. The latter, an Italian
named Dlo Chiarotto, was found by the pas-
sengers who, of course, soon ran to
assist the wounded. He had been
caught in between the sides of the baggage
car and rolled along until fatally injured in-
ternally. He expired about one hour after
the accident. None of the other coaches in
this train were damaged either, although
some of the passengers in the foremost cars
were shaken up considerably. Every assis-
tance was at once given to the unfortunate
travellers, and they were extricated from the
debris with all possible dispatch. Besides
thus, help was telegraphed for to this city, of
which more anon.

The passengers (some of them scarcely
half dressed) went about looking scared and
bewildered, while every man wearing the
Company's stamp worked away like Trojans.
After considerable trouble, and not a little
suffering, all the wounded were safely carried
into the sleeping car of the Chicago-bound
train, and made as comfortable as their pit-
iful condition would permit on mattresses and

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The passengers (some of them scarcely half dressed) went about looking scared and bewildered, while every man wearing the Company's stamp worked away like Trojans. After considerable trouble, and not a little suffering, all the wounded were safely carried into the sleeping car of the Chicago-bound train, and made as comfortable as their pitiful condition would permit on mattresses and blankets.

At the station here, when the westward-bound train did not put in an appearance, great uneasiness was felt, and even when the news of an accident came over the wires it was so meagre that no one had an idea of the extent of it. At length, about three o'clock, the

WIRE CAME ASKING FOR HELP.

and it was promptly sent. The auxiliary cars were coupled up and word sent to Dr. G. L. Macskelton, the Company's surgeon, and Dr. Thomas White, both of whom at once proceeded to the station with all the appliances they could obtain at that inconvenient hour, ready to render help to all who might need it, and embarked upon the train with Mr. Stiff, General Superintendent; Mr. Domville, Mechanical Superintendent; Mr. Hobson, Chief Engineer, other officials,

A LARGE STAFF OF ASSISTANTS

and regular workmen. The distance is eleven miles and it was made in about ten minutes. Arrived on the ground the doctors went to work at once setting and splicing limbs where it could be done, sawing up ugly cuts, tying on bandages and applying all the remedies in their power to alleviate the sufferings of the unfortunate in their charge. As each one had his wounds dressed he was carried out of the car along to the west end of the wreck, laid into another, in which they were to be brought to the city. This was a very tedious and painful operation to most of the injured ones.

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THE DEAD MAN CHIARERETTO

Was taken to the dead-house on King William Street. The rest, with the exception of Hooetteiter, were conveyed to the City Hospital, where their injuries received the best possible attention at the hands of Dr. Mille and other medical gentlemen.

James Hooetteiter insisted upon going back to St. Catharines and the Company's officials had a comfortable bed made up for him in a smoking car and sent him home in charge of one of their men at one o'clock. This is quits in keeping with the line of conduct pursued by all the gentlemen connected with the Company throughout the whole trying time.

About noon the wreck was cleared from the track and a train was run through to the Bridge.

Doctors MacKinnon and White deserve the highest commendation for their promptitude in answering the call for help and for their untiring efforts in caring for the wounded passengers. They worked hard nearly ten hours almost without cessation and with somewhat primitive appliances. In more than one instance the splints for a fractured limb were split off a fence post and other equally rude devices were resorted to.

INCIDENTAL NOTES.

Lawrence Barrett, the celebrated actor, and his wife were on board the east bound train, and were very much frightened by the accident.

The man who happened to be sitting next to Chiaretto at the time of the accident slipped under the seats and escaped with a few scratches, while the Italian was crushed to death.

A very curious thing happened to one of the baggagemen. He was quietly sitting in his car and of course felt the collision, but before he could do anything he found himself up on the top of the second-class car. How he got there is a profound mystery as he had

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INCREDIBLE WORKS.

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A very curious thing happened to one of the baggage men. He was quietly sitting in his car and of course felt the collision, but before he could do anything he found himself up on the top of the second-class car. How he got there is a profound mystery as he had no recollection afterwards of having climbed out himself. He was there on the roof and alive was all he knew or cared to know.

Only the engines and two first cars of each train were damaged, but these are almost totally demolished. Strange to say the engine that was thrown from the track is less damaged than the one that remained on the rails. The loss to the Company will be large, without counting the expense of getting the cars and locomotives on the track again. The telescoped cars on the eastward bound train were brought in here and those of the other train remained at Winona. Mr. Edgar, General Passenger Agent, was on the Chicago express but not injured. Quite a number of people collected at the station in the afternoon and there was a good deal of excitement over the sad occurrence.

THE KILLED AND INJURED.

According to papers found in his pockets, Dio Chiarotto bought a through ticket for San Francisco at Castle Garden, New York Harbor, and had evidently arrived at that port from Europe. The following is a completed list of the injured ones, with the nature of their wounds and particulars as to place of destination, etc. John Holmes, the engineer, lives in London. He sustained fractures of an arm and leg. James Collison, the fireman, is also from London, and was fearfully scalded. John Ryan had his foot hurt in jumping from the train, the outside of his left ankle being severely contused. James Hostetter, bound to St. Catharines and residing there, had his thigh badly fractured while standing on a platform. Herman Bentzel sustained a bad fracture of the left leg and fracture of the skull over the right mastoid process. On his removal to the hospital several pieces of bone were extracted. Mathilda Bentzel, his sister, has a fractured leg, though not as serious as her brother. They come from West Prussia and are bound for Winona, Minnesota. It is rather odd that they met with an accident at a place similarly named. Marie Salim, who is a native of Southern France, is badly

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THE HAMILTON WEEKLY TIMES, THURSDAY, NOVEMBER 28. 1878.

HAMILTON WEEKLY

THE WINONA ACCIDENT.

FURTHER INVESTIGATION INTO THE CAUSE OF THE DEATH OF DIO CHIABETTO.

INQUIRY ADJOURNED.

The adjourned inquiry on the death of Dio Chiabetto, who was killed at the late railway disaster on the G. W. R. at Winona, was resumed Monday night in the Police Court. The jury, whose names were given in a late issue, were in full attendance. Mr. Richard Martin, Q. C., appeared on behalf of the friends of the deceased, and Mr. S. Barker, G. W. R. Solicitor, watched the case for the Company. Coroner White at once proceeded to take evidence. He called

John Evans, who was sworn and said—Am ~~the~~ ^{an} driver in the employ of the G. W. R. Tuesday before last was driving No. 199 engine, on the No. 12 train going east; left Hamilton at two a. m. and got within about 200 feet of the Winona siding at between 2.18 and 2.19; we were slowed up then, nearly to a stand; No. 1 express going west, three minutes ahead of time, collided with us; saw her coming past her proper place when she was in front of the station; thought she was coming at a good rate of speed; we were not going over three or four miles an hour; when I saw the engine coming I jumped out of the cab and fell in the ditch; got up as quick as I could and saw nothing but escaping steam, and the engine and car knocked off the track; then I did all I could to save further accident; this Winona siding is the regular passing place; the rules as to passing say that the driver going east has to clear his time; we were both due there at 2.22; the train going east has to clear that time—that is to be clear in the siding at that time; the train going west must wait five minutes for variation in watches; this is according to my printed rules, No. 51.

By a Juror—I am not required to sound the whistle when approaching a siding; we could see each other's headlights for at least a couple of miles.

To the Coroner—We must show a green light when all is clear and we are in the siding, so that an approaching train might pass; we did not have the green shade on.

To a Juror—Do not think a switchman at the switch with it open could have allowed us to get in and averted the accident; the person who had left the train to open the switch had not reached it; the switch lights were all burning bright; the west bound train does not go into the siding; therefore, if a switchman had been there he would have had nothing to do but to let us in.

To Mr. Martin—When I first began to stop I was about a mile and a half from the

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To Mr. Jarot—Do not think a switchman at the switch with it open could have allowed us to get in and averted the accident; the person who had left the train to open the switch had not reached it; the switch lights were all burning bright; the west bound train does not go into the siding; therefore, if a switchman had been there he would have had nothing to do but to let us in.

To Mr. Martin—When I first began to stop I was about a mile and a half from the station; I slackened down to seven or eight miles in the first half of that distance, and then down to three or four miles when about 200 feet from the siding; the other train was coming up then past the station; I could go into the switch at the rate of seven miles an hour; could back up to that rate of speed in half an hour; have known Winona Station ten or twelve years; there was a night switchman here at one time, when there was more traffic on the road; have had no conversation with the other driver; he is considered a first rate hand; can't account for his coming in that night; if a signalman was there he could have not.

To Mr. Barker—Rule No. 151 says, that the speed of all trains approaching a passing place must be brought under control; I had my train under control in compliance with this rule; east and west of the station there is always a semaphore light; semaphores ought to be 600 yards each way from the station; I being there on time the west bound train ought not to have passed our switch until I was in the siding; it was the duty of the driver of No. 1 to slow his train on approaching the siding; if he saw no green light in the station he should stop on the main line there; if a switchman had been there he would still have entered the station; if the driver of No. 1 had attended to his rules the collision would not have happened; if he had either stopped the five minutes or been running with his train under control the accident would not have happened; in complying with these rules trains can be run safely.

To Mr. Martin—These rules were always acted up to; I always do to the best of my knowledge.

Jesse Currin, deposed—I am a fireman on the G. W. R.; remember Sunday, the 31st Nov.; was on engine No. 129 with driver Erwin; we left Hamilton at two o'clock p. m., and got near Winona between 2.18 and 2.19; we slowed up to about four miles an hour, to meet No. 1 express and to allow a brakeman to run to a switch to open it; he did not open it; before he got to it No. 1 collided with us; I saw her coming and jumped off the engine; looked at my watch just before we shut off steam. *

To Mr. Martin—Have known Winona Station five years; never saw a watchman there; we could see the

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John Curran, deposed—Am a brakeman on the G. W. R.; remember Sunday, the 24th Nov., 1895, on engine No. 139 with driver Morris; we left Hamilton at two o'clock p.m., and got near Winona between 2.15 and 2.18; we slowed up to about four miles an hour, to clear No. 1 express and to allow a brakeman to run to a switch to open it; he did not open it; before he got to it No. 1 collided with us; I saw her coming and jumped off the engine; looked at my watch just before we shut off steam.

To Mr. Martin—I have known Winona Station five years; never saw a watchman there; we could see the other train six or seven miles; we were about a mile or a mile and a half off the station when we began to slack up, and I saw the other train then; when the man jumped off our train to open the switch the other train had passed the eastern switch; the man would have to run sixty or one hundred yards to open the switch; it takes him about 4 minutes; we are not supposed to go into a switch over five miles an hour; we can open the switch ourselves just as quickly as a man stationed there could do it; I've been on the train coming west, and we always slacked up on nearing the station; could always see the semaphores plainly; we could see a danger signal at a distance of two miles; if a red light was on the semaphore a train should not pass.

To a Juror—On other nights the west-bound train would stop and we would go into the station.

The Coroner said the injured engine-driver and brakeman could not be in attendance before six weeks.

A Juron then observed that the inquest could not be finished until the evidence of the injured brakeman and engine-driver had been taken.

Mr. Martin concurred in this and observed that an endeavor had been made to make the injured men the scapegoat of the whole affair, and the people demanded, in justice to all, that they should have an opportunity to clear themselves.

The inquest was adjourned.

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had known no known stop on the route there; if a switchman had been there he would still have entered the station; if the driver of No. 1 had attended to his rules the collision would not have happened; if he had either stopped the fire engineer or been running with his train under control the accident would not have happened; in complying with these rules trains can be run safely.

To Mr. Martin—These rules were always acted up to; I always do to the best of my knowledge.

John Curran, deposed.—Am a fireman on the G. W. R.; remember Sunday, the 21st Nov.; was on engine No. 199 with driver Irwin; we left Hamilton at two o'clock a. m., and got near Winona between 2.18 and 2.19; we slowed up to about four miles an hour, to meet No. 1 express and to allow a brakeman to run to a switch to open it; he did not open it; before he got to it No. 1 collided with us; I saw her coming and jumped off the engine; looked at my watch just before we shut off steam.

To Mr. Martin—Have known Winona Station five years; never saw a switchman there; we could see the other train six or seven miles; we were about a mile or a mile and a half off the station when we began to slack up, until I saw the other train then; when the man jumped off our train to open the switch the other train had passed the eastern switch; the man would have to run sixty or one hundred yards to open the switch; it takes him about a minute; we are not supposed to go into a switch over five miles an hour; we can open the switch ourselves just as quickly as a man stationed there could do it; I've been on the train coming west, and we always slacked up on nearing the station; could always see the semaphores plainly; we could see a danger signal at a distance of two miles; if a red light was on the semaphore a train should not pass.

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LOCAL NEWS.

THE RECENT RAILWAY
ACCIDENT.

THE INQUIRY CONTINUED AND AD-
JOURNED.

INTERROGATING EVIDENCE.

At two o'clock Wednesday afternoon the coroner's inquiry into the death of Dio Trubbs was continued at the Police Court.

The jurors having answered their names, all the witnesses in the case were excluded from the room except the one to be put first on examination.

Mr. H. Barker appeared for the G. W. R., and Mr. Martin for the friends of the deceased Indian.

Coroner Waters laid down the order in which he proposed to examine the various witnesses, taking the conductors and trainmen first. After some further remarks,

Durham Dillner was sworn and said—I was a conductor employed by the Great Western Railway; remember the morning of the 1st; I was still morning conductor of No. 12 express going eastward; I left Hamilton on the train at two o'clock, the regular time; on approaching Winona Station switch we collided with express train No. 1 going west; my train was on the main line, thirty-five or forty yards west of the west switch, when the collision occurred; I was on the fourth coach from the engine; we had a baggage, two second class cars, two passenger cars and two sleeping cars on the train; the collision occurred at 2:10 by my watch; we were due in the siding at 2:22; we ought to be in the side track at that time; the train going west has right of way and has five minutes to wait for us; I have been running on that part of the road a year and a half; this was the only accident in my time; I am certain my driver had his headlight lighted when we left Hamilton; I saw it; the station has been to have my brakeman run forward, open the switch and let us in and let us out again at the other end of the siding; after the accident all the signal lamps were burning; the semaphores' lights were showing white and the switches green lights; this means "all right;" when the collision took place we were running at the rate of probably three and four miles an hour.

By different Jurors—It is my duty to see that the brakeman has opened the switch; I don't think that even if the switch had been opened the accident would have been averted; it might have been worse had a switchman been there. Witness explained his ordinary duties: After the accident I helped to carry Holmes and Collision out of the ditch; I then met Mr. Trubbs, conductor of the other train,

the siding; over the accident all the signal lamps were burning; the semaphores' lights were showing white and the switches green light; this means "all right;" when the collision took place we were running at the rate of probably three and four miles an hour.

By different Jurors—It is my duty to see that the brakeman has opened the switch; I don't think that even if the switch had been opened the accident would have been averted; it might have been worse had a switchman been there. Witness explained his ordinary duties. After the accident I helped to carry Holmes and Collison out of the ditch; I then met Mr. Trebil, conductor of the other train, and compared watches and found it was 1.23 o'clock by both time-pieces. I never passed a train on a siding when there was no green shade banked over the headlight; the engineer attests to that; could not say whether Holmes jumped off his engine or was on when it struck; he could have easily told if my engine was on the siding or main line; at night, when the semaphores are turned white, trains protect themselves.

By Mr. Martin—There was a difference of about a minute and a half between Trebil's watch and mine; his was that much ahead of mine; my train ran back a little after the collision; I met Trebil close to the engines; I felt the air brake go on at 2.18; the engine shut off steam before that; he gave no signal; the train ran one minute under the pressure of the air brake; I suppose when the driver put on the air brake the train was running twenty-five or thirty miles an hour; I don't think that if a switchman was there our east bound train would not have collided; we would not have got there so soon if a man was there, and would have been seen by the other driver; commenced to work for the road in 1881; there was no watchman there then; I think it is unfair to have no switchman at Winona; there is no night switchman at Baptist Creek; a passenger passes a freight train there at night; no train should leave any station until its end time is up, according to Company's rule No. 45 (read); had the switch been turned on the siding the driver on the west bound train would have seen the red light and tried to stop; he should have stopped three or four hundred yards east of the spot where we struck together; the air brakes would stop a train in four hundred yards distance if everything was in order.

By a Juror—No whistle signal is necessary on approaching Winona Station.

By Mr. Barker—I know that all conductors are aware that the drivers have express orders to stop there; no signals necessary to stop there; if there was a watchman at the station the west bound train would have run in under the semaphore and stopped at the station.

A juror remarked that the enquiry was being prolonged by questions they had already heard answered over and over again.

Examination continued.—The east semaphore would be put up to protect the rear end

as approaching Winona Station.

By Mr. Barker—I know that all conductors toward Winona know that the drivers have express orders to stop there; no signals necessary to stop there; if there was a switchman at the station the west bound train would have run in under the semaphores and stopped at the station.

A juror remarked that the enquiry was being prolonged by questions they had already heard answered over and over again.

Examination continued.—The east semaphores would be put up to protect the rear end of the train; if there had been a switchman at the West switch he would have waited and set it for the main line after the east bound train was on the siding.

By Mr. Martin.—The east bound engineer ought to have blown his whistle when he saw a collision was imminent.

Mr. King, a juror, said it appeared to him that one of his learned friends was trying to vindicate and the other to implicate the Company. They were there as jurors to determine who was to blame. He therefore expressed his desire that the inquest should be conducted with a view to that end. There being no more questions to ask the evidence was read over and Delaney stepped down after having been two hours in the box.

John McLanahan, sworn—I am a brakeman on the G. W. R.; I was on board train No. 12, going east, on the morning of 24th November last; as we were approaching Winona Station the air brake was applied; I jumped off between the second and third car from the engine, and ran ahead to open the switch to let us into the siding; when I got up one car length I heard the express from the east approaching, and saw the headlight coming close to us; did not realize what was the matter for a moment till we struck; when we struck I ran over the ditch into a field; saw considerable steam escaping from both engines; I stayed in the field until it had all escaped; came back to the track then and assisted about the wreck; that's all I know; it was the first trip I ever made on that train; I knew we were going to shunt at Winona by the time card I had in my pocket; have worked for the Company for five years; I have a key of the switch lock; one key opens all switches.

By Mr. Martin—I saw nothing of the west bound train until a moment before the collision; don't know when the driver or conductor got off our train.

Wm. MacCormac, deposed.—Was baggage-man on the east bound train No. 12 on the morning of Nov. 24; was in the baggage car when the west bound train struck us; did not see last witness get off the train; spoke to him in the car after leaving Hamilton in regard to opening the Winona switch, and what kind it was; told him we took the north siding.

By a Juror—Sometimes cars are left on the siding; I don't think there were any cars on Winona siding the morning in question.

By Mr. Martin—I don't think it makes any difference in time if there is a switchman there.

Homer Field, sworn—I was a baggage-man on the west-bound train the morning of the collision at Winona; think we left the Suspension Bridge about 1:15; I can scarcely tell what happened at Winona; the train

November last; as we were approaching Winona Station the air brake was applied; I jumped off between the second and third car from the engine, and ran ahead to open the switch to let us into the siding; when I got up one car length I heard the express from the east approaching, and saw the headlight coming close to us; did not realize what was the matter for a moment till we struck; when we struck I ran over the ditch into a field; saw considerable steam escaping from both engines; I stayed in the field until it had all escaped; came back to the track then and assisted about the wreck; that's all I know; it was the first trip I ever made on that train; I knew we were going to shunt at Winona by the time card I had in my pocket; have worked for the Company for five years; I have a key of the switch lock; one key opens all switches.

By Mr. Martin—I saw nothing of the west bound train until a moment before the collision; don't know when the driver or conductor got off our train.

Wm. Macmillan, deposed—Was baggage-man on the east bound train No. 12 on the morning of Nov. 24; was in the baggage-car when the west bound train struck us; did not see last witness get off the train; spoke to him in the car after leaving Hamilton in regard to opening the Winona switch, and what kind it was; told him we took the north siding.

By a Juror—Sometimes cars are left on the siding; I don't think there were any cars on Winona siding the morning in question.

By Mr. Martin—I don't think it makes any difference in time if there is a switchman there.

Horace Finlay, sworn—I was a baggage-man on the west-bound train the morning of the collision at Winona; think we left the Suspension Bridge about 1:15; I can scarcely tell what happened at Winona; the train was going at its usual rate of speed; I was sitting in the baggage-car when it telescoped into the second-class car and was pitched up on to the roof of the second-class car; the roof of the baggage-car was just over me; I was not insensible; I got down and gave what assistance I could.

By a Juror—Cannot say whether or not our train slackened its speed near Winona; did not hear the air brake put on.

By Mr. Martin—I saw Holmes at the Bridge; there seemed to be no difference in the running of the train on that morning from any other I know; our train has been stopped outside a station by a semaphore being turned red; never was stopped by a danger signal at Winona; we ran through pretty lively sometimes; if the east-bound train was on the siding we went right through, unless otherwise ordered.

The Inquest adjourned at half past five o'clock until Friday afternoon at two o'clock, at the same place.

One of the Masked Burglars about to
Leave Holmes' residence.

HAMILTON WEEKLY

THE LATE RAILWAY COLLISION.

THE INQUEST RESUMED.

Continuation of the Evidence.

On Friday afternoon the inquest on the death of Dio Chiarolito was resumed in the Council Chamber, the city authorities having kindly allowed Coroner White to summon his jury there.

Mr. Carreallan and Mr. Martin were both present and Mr. Barker represented the railway. Mr. Domville and other officials were also present.

The following is a continuation of the evidence:

John L. Macleod, sworn—I examined the body of the deceased viewed by the jury; I found marks of injury about the face; the nose and forehead were badly bruised, and there were some bruises on the back as well; I fancy I could make out that his neck was dislocated; I identified him as the man I had found lying in one of the passenger cars at the scene of the collision; he was dead then; he had been removed from the car in which he was killed; from all I have seen, I have no doubt that the collision was the cause of his death.

William Tarratt was next sworn and said—I am a conductor in the employ of the Great Western Railway; on the night of the 25th of November last I was conductor on No. 1 Chicago Express train bound west from the Bridge; left the Bridge at 1:16 a.m.; saw the driver, Holmes, just before leaving and compared our watches, and we agreed that it was about 1:16; we stopped at Merriton and again at St. Catharines; we left the latter place about two minutes late—about 2:42; we passed Grimsby Station on time, at 2:10; we were running as usual that night until we pitched into the other train; Winona is our usual crossing place; we have crossed there every night for two years past; if the other train is in the siding we go through, if not, we have to wait five minutes; we trust to our drivers entirely as to passing a train, as conductors have no means of knowing whether the line is clear or not.

To the Jury—if the air-brake had been put on near Winona I should have felt it, I think beyond a doubt at the speed we were running; I think we were going at the rate of nearly thirty miles an hour; I don't think the train slackened up at all; the air-brake was used all right at St. Catharines; Holmes was all right at the Bridge; we have often passed

leaving and compared our watches, and we agreed that it was about 1.10; we stopped at Merritton and again at St. Catharines; we left the latter place about two minutes late, about 2.12; we passed Grimsby Station on time, at 2.10; we were running as usual that night until we pitched into the other train; Winona is our usual crossing place; we have crossed there every night for two years past; if the other train is in the siding we go through, if not, we have to wait five minutes; we trust to our drivers entirely as to passing a train, as conductors have no means of knowing whether the line is clear or not.

To the Jury—If the air-brake had been put on near Winona I should have felt it, I think beyond a doubt at the speed we were running; I think we were going at the rate of nearly thirty miles an hour; I don't think the train slackened up at all; the air-brake was used all right at St. Catharines; Holmes was all right at the Bridge; we have often passed through Winona Station at full speed before; we were not timed to stop there unless the east bound train is not in the siding, then we stop; a driver has complete control of the train running into a station; we may have been a minute or so ahead of time at Winona, our head light was burning when we left St. Catharines; after the collision I found the driver and fireman lying on the south side of the engine; the driver west of the engine, the fireman east of it, about thirty feet apart; I don't think either of them jumped off; they must have been thrown out; can't say how long it is since there was an operator at Winona Station; all trains must slack up when passing other trains in sidings; the two drivers could see each other's head lights four miles apart; I was in the car where deceased was at the time of the accident; the car was on fire and we had to subdue the flames before helping the injured passengers; deceased was jammed in between the framework of the two cars; we jacked the car up to get another man out; Chiaretto might have been killed in jacking up the car; he was dead before we could get him out.

To Mr. Careallan—I do not trust the driver altogether in passing stations; if he was ahead of time on going past a station I would ring him to stop; as the train was passing Winona Station I was in the fourth car from the engine; I did not raise the window to look out; I trust the driver approaching all stations as to whether I shall stop or go on; my driver had the station, semaphores and switch lights to tell him where to stop; a switch light only notifies a driver if a switch is open or shut; if the switch light indicates a closed switch it is no notice to the engine-driver of impending danger; all the Winona switches were closed on the night in question at both ends of the siding; there was nothing necessary to stop our train that night except what was there, namely, a train of cars staring him in the face; if the track was clear a green light should have been exposed by the engine-driver on the east bound train; no other light except the headlight of the east bound train was necessary to stop the driver of our train that morning; no semaphore was worked that time to warn our driver of danger; If a red light is exposed on the semaphore a driver should

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The Coroner—I can exclude all counsel. Several of the jurymen then expressed the opinion that they would like to hear both sides of the case, that they would not care to give a verdict without hearing the fireman Collison, and that the driver Holmes should be permitted to make a statement if he desired to do so.

The inquest was accordingly adjourned till two o'clock next Tuesday, at which time it is expected that fireman Collison may be removed from his bed to the sitting-room of the hotel and there give his evidence.

Tuesday afternoon the inquest on the above accident was resumed at the old Police Court. On the roll being called two jurors were found to be absent.

The Coroner then informed the jury that the fireman Collison had absolutely refused to give any evidence, thinking that it might criminate himself. Further, the Coroner said that he was afraid Collison would never be able to give evidence, as he was sinking rapidly. As regards Holmes, the driver, he also refused to give testimony, but might be examined in a month or two months.

A Juror asked why they could examine one driver and fireman and not the other.

The Coroner said he would not call Holmes to be examined, that was his right.

Mr. Matrix said that Holmes could on examination refuse to say anything to criminate himself.

After some further discussion the Coroner said he had never said that Holmes had told him he (Holmes) was to blame. He stated that Holmes had told Dr. Ridley he got to Winona before his time on the night of the collision, and that he did not know he was there.

Juror Mayo suggested getting the evidence of old and experienced drivers as to the working of trains at crossing points.

Juror Kins suggested that the evidence given so far was only that of the east bound train hands. No practical testimony had been given by those on the west bound train.

Juror Baow suggested that several of the jury should go and ask Collison and Holmes whether or not they would testify in the case.

The Coroner proposed to go over the evidence with the jury and see if there was enough to warrant them in bringing in a verdict. He then asked them if they were prepared to bring in a verdict? If they thought it necessary to have Collison's evidence he would adjourn the inquest.

The jury were then left to deliberate on the best course to pursue. The result of an hour's deliberation was that the inquest was adjourned until next Monday evening at half-past seven o'clock, pending the result of Collison's injuries.

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THE END OF THE WINONA ACCIDENT INQUEST.

THE FIREMAN'S TESTIMONY
SHOWS THAT AN ACCIDENT
HAPPENED ON THE ENGINE.

The Verdict Delivered by the Railway Company.

The adjourned inquest on the death of Dio Chiaro convened for the fourth time in the Police Court Monday night.

Coroner Wynn intimated that having seen Collison, and he being in a fit state, and having signified his willingness to give evidence, if the jury wished to walk to the Station Hotel they might examine him through the Coroner, but neither of the lawyers would be permitted to cross-examine him. He would only be asked to give as much of a statement as he wished.

The jury being willing, the Coroner adjourned the inquest to the Station Hotel, where it re-assembled in the wounded fireman's bed-room.

J. Collison, being questioned by the Coroner, then said—I am a fireman in the employment of the G. W. R. Co.; remember the morning of the accident (24th Nov. last); I was fireman on No. 1 express going west; there is a curve about two miles east of Winona siding, and when rounding it I put on a fire, which, of course, took my sight for a few moments; immediately after I shut the door the water gauge burst and filled the cab with water and steam; I could not see then, as the steam was all around; it was my duty, on account of the glass being on my side, to shut the pipes; I tried to do so, but could not, as they were a little tight; I called my mate (Holmes), who came to my assistance, during which time we must have over-run our mark; I didn't know anything further till the collision took place.

By Juror—The steam did not injure us, but it prevented us from seeing our mark; when the gauge broke we were within two miles of Winona; sometimes we don't stop at Winona, but the rule is to have the engine under full control there.

By the Coroner—I couldn't see anything until the accident took place.

It was now found that the driver, Holmes, was well enough to be spoken to. Accordingly the Coroner, foreman and several of the jurors went into his bed-room and had an interview.

Holmes said he had heard Collison's statement and had nothing more to add, and no explanation to make; in fact, he did not know if it would be right to say much, as he did not know what action the Railway Co. were going to take.

The jury then retraced their steps to the Police Court, and on being reassembled a juror asked if there was any more evidence available.

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Hawkes said he had heard Callison's statement and had nothing more to add, and no explanation to make; in fact, he did not know if it would be right to say much, as he did not know what action the Railway Co. were going to take.

The jury then retraced their steps to the Police Court, and on being reassembled a juror asked if there was any more evidence available.

Coroner Wharry replied, none that he knew of.

The Justice observed that, as far as he could see from Callison's evidence, the accident which took place on the engine of the eastern-bound train was such that they could not have prevented it from happening.

The Coroner then addressed the jury and asked that a verdict be brought in according to the evidence without prejudice. He observed that as to the cause of the death of Dio Chiariello there can be no doubt. The man was alive after the accident, but received such injury that he died before he could be extricated from the debris of the car. Then, what caused the accident? The facts, as proved in evidence, appear to be these: The trains left Hamilton and Chilton on the morning of 28th Nov. last, on time or nearly so. They were to meet and pass each other at Winona station at 2.21 a.m. According to the regulations, as proved, if the trains arrived at Winona on time, or nearly so, the east bound train would enter the siding, and when safely in would show a green head-light, and its train, No. 12, the west bound train, would then pass on. To insure this being properly done, the regulations required that the trains approaching the crossing place should be brought under control, so that they might be brought to a standstill, if necessary, and that neither train should pass the crossing point until the driver saw that the other train was in the siding. It requires no special railway knowledge or experience to see that if this simple regulation had been complied with, the accident would not have

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This doubt or it is a that crimes re said tments of the P's last possible r rush in the apriased facts to the expense xpense \$153. double 36,591. in the com s en a there some place, of the ant of crucial matter mmerly, they come stary. with also Gov hand, and have Pro. The De ingial nearly year. this Mac. the ming. usped shape for rated. 1871 work o be stant ng to In onces- when safely in would show a green head light, and its train, No. 12, the west bound train, would then pass on. To insure this being properly done, the regulations required that the trains approaching the crossing place should be brought under control, so that they might be brought to a standstill, if necessary, and that neither train should pass the crossing point until the driver saw that the other train was in the siding. It requires no special railway knowledge or experience to see that if this simple regulation had been complied with, the accident would not have happened. Is there any doubt upon your minds that if neither train passed Winona until the other train was in the siding the accident would not have occurred? There can be only one answer to that question. Was the accident caused by one of the trains passing the crossing before the driver saw the other train in the siding? Which train so passed? Who is the person whose duty it was to see that the train did not so pass? When you have come to a conclusion on these points, and it seems to me you can have no difficulty as to them, you will, I think, have really settled the question of responsibility, so far as we are concerned, for the accident. Other rules have been referred to in the evidence. For instance, the rule requiring the driver of the west bound train to wait five minutes after his time-card time before leaving Winona, when No. 12 train was not in the siding. There can be no doubt that there was no stop whatever. If No. 12 had been in the siding, it does not appear it would have been necessary for No. 1 to stop, but the train should have been slowed up and under control. No. 12 was not in the siding, and therefore No. 1 was bound to stop. Under that rule, the driver of No. 1 should not leave Winona until 2.27, unless No. 12 had in the meantime gone into the siding. Both conductors agree that it was only 2.33 when they compared watches, immediately after the accident, and all the evidence leaves no room to doubt that the accident happened before 2.22. It is also proved that there was no train whatever in the siding, and Mr. Domville's testimony seems to show that at the time of the accident the condition of the engine of No. 1 train showed that she was running at the rate of about thirty-five miles an hour. A good deal of evidence has been given which was immaterial; but in the course of an inquiry of this kind many questions are unavoidably asked by the Coroner and the jury which afterwards turn out to be unnecessary. But I have asked no question, and I am sure none of the jury did with any other object than to get at the material facts. I think it must be evident that we have such information as can leave no reasonable doubt upon any of your minds as to what caused this particular accident. Whether, if the driver Holmes had been examined he could tell us why he did not stop his train before running into

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accident occurred. No. 11 was not in the siding, and therefore No. 1 was bound to stop. Under that rule, the driver of No. 1 should not leave Winona until 2.27, unless No. 12 had in the meantime gone into the siding. Both conductors agree that it was only 2.23 when they compared watches, immediately after the accident, and all the evidence leaves no room to doubt that the accident happened before 2.22. It is also proved that there was no train whatever in the siding, and Mr. Domville's testimony seems to show that at the time of the accident the condition of the engines of No. 1 train showed that she was running at the rate of about thirty-five miles an hour. A good deal of evidence has been given which was immaterial; but in the course of an enquiry of this kind many questions are unavoidably asked by the Coroner and the jury which afterwards turn out to be unnecessary. But I have asked no question, and I am sure none of the jury did with any other object than to get at the material facts. I think it must be evident that we have such information as can leave no reasonable doubt upon any of your minds as to what caused this particular accident. Whether, if the driver Holmes had been examined he could tell us why he did not stop his train before running into the approaching train we do not know, but of this we can have no doubt there is ample evidence for you to form a reasonable conclusion as to whether, in fact, he did or did not comply with the rules laid down for his guidance, and whether the non-compliance with these rules resulted in this conclusion. Questions were put by some of the jury and by Mr. Martin as to the necessity for a switchman. I must say to you that the evidence from first to last goes to show that a switchman was unnecessary. Not one witness who has given evidence has said a switchman would, or could, have prevented the accident. Whether a switchman would have added to the security or not I cannot say. We have no evidence that it would. The evidence goes to show the opposite, and by it you must be governed. The Coroner concluded by thanking the jury for their attention during the inquest.

Mr. MARTIN thought the Conductor had erred a little in laying down the law. According to the way he put it, it looked as if Holmes was to be indicted for manslaughter.

The Conductors said they were not trying Holmes.

Mr. MARTIN said, supposing Holmes had rules to go by, you seem to be under the idea that, no matter how ridiculous they are, he was responsible for any accident occurring under them.

The CONDUCTOR denied this.

Mr. MARTIN observed that there was no evidence to show that if a switchman had been placed at Winona the accident could not have been averted.

The Conductors said they were not trying whether there should be a switchman there or not.

Mr. MARTIN contended that the Coroner had done so.

The Conductors agreed he had only laid the evidence before the jury.

Mr. MARTIN reiterated that the jury had

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guidance, and whether the non-compliance with these rules resulted in this conclusion. Questions were put by some of the jury and by Mr. Martin as to the necessity for a switchman. I must say to you that the evidence from first to last goes to show that a switchman was unnecessary. Not one witness who has given evidence has said a switchman would, or could, have prevented the accident. Whether a switchman would have added to the security or not I cannot say. We have no evidence that it would. The evidence goes to show the opposite, and by it you must be governed. The Coroner concluded, by thanking the jury for their attention during the longest.

Mr. MARTIN thought the Coroner had erred a little in laying down the law. According to the way he put it, it looked as if Holmes was to be indicted for manslaughter.

The Counsel said they were not trying Holmes.

Mr. MARTIN said, supposing Holmes had rules to go by, you seem to be under the idea that, no matter how ridiculous they are, he was responsible for any accident occurring under them.

The Counsel denied this.

Mr. MARTIN observed that there was no evidence to show that if a switchman had been placed at Winona the accident could not have been averted.

The Counsel said they were not trying whether there should be a switchman there or not.

Mr. MARTIN contended that the Coroner had done so.

The Counsel averred he had only laid the evidence before the jury.

Mr. MARTIN reiterated that the jury had been charged that there was no necessity for a switchman there. Mr. Prout had said that even the General Manager admitted that if a switchman had been there he would have put up the distant signal and kept the west bound train out of the station.

The Counsel said Mr. Sniff had said there was less danger in allowing train men to attend to their trains at this point than to have switchmen there.

Mr. MARTIN said those were only opinions, not facts.

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The Coroner asked that the jury might
deliberate.

Mrs. Martin, in reviewing Collison's evi-
dence, conjectured that if the signal had been
up the driver would have seen it and stopped.

The Coroner said but the engine had no
business to be running at such a high rate of
speed. Collison acknowledged that the train
was not under control.

After a deliberation of two hours the jury
brought in the following

VERDICT:

"Having carefully considered all the evi-
dence submitted to us upon this inquest, we,
the undersigned jurors find that the death
of Dio Chiarito was caused by the colliding
of the western bound passenger train of the
Great Western Railroad Passenger Company
with the eastern bound train of that Com-
pany, while such eastern-bound train was,
pursuant to the rules and orders of such
Company, preparing to enter its proper switch
at Winslow Junction of that railway, in order to
let such other train pass, and we find no blame
attributable to the driver or any one in charge
of such eastern-bound train; but in the ab-
sence of the driver of such western-bound
train, who alone can know the actual cause of
that train running into such eastern-bound
train as it did, we are wholly unable to find
whether any blame is attributable to the
driver (he refusing to give us the information)
or any one in charge of such western-bound
train or not. We, however, feel it our duty in
the interests of the travelling public to say
that the evidence taken convinces us that the
policy of dispensing with a night-switchman
at that point, when such fast trains are about
to pass each other, is a very mistaken policy,
and that if the usual course adopted by all or
almost all first-class railways and by the
Great Western Railroad itself until about a
year and a half ago, of so employing a com-
petent switchman, had been continued, in all
probability such collision would not have
occurred."

D. B. Finner, Foreman,
and 17 other Jurors.

The Coroner thought the verdict was not
in accordance with the evidence. He chided

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necessary business that we have been doing, I myself am greatly surprised that we have been able to accomplish so much with so little additional expense. We should not have been able to do so hot that I have able colleagues in all the Departments, and that the officers in the various Departments have been becoming more and more efficient. As they became more efficient and entitled to an increase of salary we have recommended that they should receive the increase. If we had refused it we could not have expected useful officials to remain, or if they remained we could not expect them to work as heartily as the public interests require that they should do. Most of these officers were appointed by our opponents, and the sympathies of most of these have been with our opponents. For their increased salaries they have done more work; and as a rule the increases of the work they have done has been more than the increase of salaries which the Legislature has given to them. So much for the finances of the country.

THE END OF THE WINONA ACCIDENT INQUEST.

The Coroner asked that the jury might desist.

Mr. Martin, in reviewing Collison's evi-
dence, opined that if the signal had been
up the driver would have seen it and stopped.

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at Winona Station of that railway, in order to
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